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## The Daily Press.

HONGKONG, SEPTEMBER 2ND, 1912.

THE Eugenics Congress, which has been meeting in London, may be considered as owing its origin to the late Sir FRANCIS GALTON, who established a laboratory at University College for the study of the science, if it may be so called, and first drew public attention to the possibilities of race breeding. Although the Press pronounces the Congress to have been eminently successful, a perusal of the speeches delivered before it leaves behind some dissatisfaction. What are the aims of Eugenics? Undoubtedly to produce conditions conducive to the breeding of an increased number of the "fit" and a decreased number of the "unfit." Obviously this means not only physical fitness, but also mental, and unfortunately these two qualities do not always run together. Of late years physical fitness has been the rage, to the exclusion of mental fitness. Athletics, which at one time found an outside place in education, now threaten to take all the honours. The fame won on the athletic ground is more coveted than the fame won in the classroom. In the Fifties and Sixties of the last century games were looked upon as amusements—forms of pleasant recreation; to-day they are pursued with earnestness which some observers think has changed the characteristics of the race—an earnestness which threatens to leave in the background the real business of life. Apologists are not wanting to find in this excessive fondness for sports a certain educative

influence. Firmness of character, self-confidence, alertness are produced, they say, in the cricket ground, on the golf-links or within the tennis court. To a certain extent this is true, but these are not the only qualities which make for success in life, and the ability of each man to provide food and shelter for himself and those belonging to him—which, after all, is the road to happiness—does not depend upon being able to give a spin to a baseball, or accurately time a cricket stroke. Ill-health is certainly to be averted as a cause of misery not only to the sufferer but also to those dependent on him, but it has to be remembered that the world owes a good deal to its invadeds—more, perhaps, than to its athletes. If the law of the survival of the fittest had not been counteracted by parental affection, the world would have had no ISAAC NEWTON, no EMMANUEL KANT, no HERBERT SPENCER. Physically in these cases it was the unfit who survived, but the world would have been intellectually much poorer without them. Mr. BALFOUR, speaking before the Congress, cut very acutely into the shibboleth "the survival of the fittest," as Prof. HUXLEY did many years before him. The idea that the "fittest" here means the best, the wisest, the strongest, the bravest, and the most virtuous does not bear examination. The fittest are simply those who are best adapted to the ruling conditions, and when those conditions change nature has no scruple in eliminating them and proclaiming their successors. In a country where law and order are at a discount, the fittest is the man who can draw his weapon quickest; when law and order prevail this type is hunted down and exterminated. As Mr. BALFOUR pointed out, the survival of the fittest means merely the survival of the fittest to survive at any particular time. It has no reference to an ideal type. In fact an ideal type is impossible, for the changing conditions of the earth demand that there should be continuous changes in the type of humanity, the alternative being extinction. It seems, therefore, hopeless to expect that Eugenics can mould the race or direct its path. It must fall back on humbler but perhaps more useful work—the lessening of infant mortality, the elimination of the causes that go to make for degeneracy, instruction in the science of health. Regeneration seems no less possible than degeneration. It is impossible to penalise any section of the population on the ground that they are physically unfit to continue the production of the race. At the most such a provision can only be directed against the mentally deranged. But it is possible to teach the physically unfit so to rear their children as to minimise the defects in their constitution and thus bring back the strain to the level of the race. The idea that this so-called cherishing of the unfit leads to degeneracy of the race is open to serious question. After all, we must realise that natural selection works very crudely. It may eliminate a person susceptible to one disease, but otherwise physically sound, and allow a degenerate to continue his kind until the bitter end. Is mankind to stand by and wait until the process is complete—the degenerate's descendants to the third and fourth generation preying on the State until the worn-out line finds extinction? Or is it to step in and try to set the line again on the up-grade? The latter seems the more worthy course, not only as giving scope to these feelings of benevolence without which a good deal of the sweetness of social organisation would be lost, but also as the most practical measure of relief. The large infantile mortality which prevails in every country indicates something more than the elimination of the weak; it indicates ignorance, insanitary conditions, or lack of parental care, and these deficiencies must equally prove detrimental to the constitutions of the children who survive. The finest natural constitution is weakened by disease, want and neglect, and if the same deficiency is felt by the next generation, degeneracy has begun. "Save the babies" might thus be made the motto of Eugenics. Saving the babies implies improving the conditions for the weak and the strong alike—for the parents as well as their offspring. The survival of the physically weak under such fostering care will be compensated for by the prevention of injury to the constitutions of the physically strong, and also by the preservation of the intellectual power which is so often associated with a puny body. State arranged marriages, official permits to continue the race, limitations as to the marriageable age are impracticable: they lead to rebellion, to disregard of the State's sanction, to the increase of secret unions, with the resultant ill-effects on the children. Nor is the science of Eugenics so advanced as to be able to speak with authority on such questions. At the most it consists of a few ideas, generalities and desires expressed by a number of people. To found enactments on these would only be to take a step in the dark.

The Government announce in the Gazette the closing of a number of streets in Kowloon.

H.M. S.S. *Cadmus* and *Athos* were to leave Wei-hai-wei for Hongkong on Saturday.

Mr. Justice Gompertz was indisposed on Saturday, and was unable to attend at the Supreme Court.

For trespassing on the compound of the Indian regiments at Kowloon, a Chinese was at the Magistracy on Saturday sentenced to fourteen days' imprisonment.

Saturday was the birthday of H.M. the Queen of the Netherlands. The acting Consul-General was "At Home" at the Consulate and received many callers.

A Chinese seaman on the s.s. *Haimun* sustained serious injuries through the breaking of a steel hawser. His skull was fractured, and his condition is regarded as critical.

His Excellency the Governor has been pleased, acting under instructions from the Secretary of State for the Colonies, to appoint Mr. A. G. M. Fletcher to be Official Receiver.

A big hole has been reported in the roadway near Shauiwan rendering the road dangerous. The attention of the Public Works Department has been directed to the matter.

We are informed that the last variety concert of the season will take place at the Palace Theatre, Mt. Austin, on Saturday, 21st September. An exceptionally strong programme is being arranged.

At the Magistracy on Saturday, a man of Dutch nationality, Lieut. Kuyt, was charged with doing grievous bodily harm to a Chinese. The complainant was in hospital and unable to attend Court. Mr. Irving remanded the defendant for a week, bail being fixed at \$50.

Of late street lamps have been stripped of their fittings by thieves, who have now turned their attention to electric fittings. On Friday night the Supreme Court was visited, and in the morning it was discovered that a large number of electric light globes had been removed.

Captain Zerk, a well-known local pilot, met with his death on Friday night under tragic circumstances. Apparently he was leaning over the verandah of his house at Morrison Hill Road, and overbalanced, falling a distance of some sixty feet, and fracturing his skull. When he was picked up life was found to be extinct.

We learn from the Harbour Master's annual report that on the 31st December there were 303 steam-launches (including motor-boats) employed in the harbour. Of these, 129 were licensed for conveyance of passengers, etc., 134 were privately owned, 18 were the property of the Government and 22 belonged to the Imperial Government, comprising 4 Military and 18 Naval.

The death took place at the Government Civil Hospital on Saturday of Mr. J. G. McEwen, overseer in the Public Works Department. Deceased, who was 33 years of age, came to the Colony five years ago, and proved a very capable official. He was a keen sportsman, playing for the Civil Service Club both in lawn tennis and cricket. His untimely death is regretted by a wide circle of friends. He leaves a widow and two children. Deceased, who was a Volunteer, was buried with military honours yesterday afternoon. A large number of comrades followed the hearse.

A fine of \$1,000 and nine months' imprisonment was the heavy penalty imposed by Mr. E. A. Irving at the Magistracy on Saturday upon the chief fireman of the s.s. *Empire* for aiding and abetting other Chinese to stow away on board to Australia. A batch of 19 men, who had stowed away on the *Empire*, was also brought before the Magistrate. They were all more or less in a state of extreme exhaustion following on their privations that a number could not walk. Some crawled into Court, and one was so weak that he could not raise himself from the floor. It was stated that the nineteen managed to elude all search, but at Sydney they could not withstand the privations any longer and gave themselves up. The men were remanded.

## INDUCTION AT KOWLOON.

Yesterday morning the Rev. C. N. Pope was inducted vicar of St. Andrew's Church, Kowloon, by the Rev. Archdeacon Barnett. There was a good congregation, which included Sir Paul Chater, Hon. Mr. Claud Severn, and others. After the induction ceremony, the Archdeacon preached an instructive sermon on the need for specialisation, and urged the congregation to give their loyal support to the minister.

## TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE FLOODS IN ENGLAND.

SITUATION IMPROVING.

LONDON, August 31st.

The Right Hon. Mr. John Burns, President of the Local Government Board, has visited Norwich and conferred with the authorities concerning restoration measures.

Doctors are inspecting the flooded houses, all of which will be thoroughly disinfected.

Shopkeepers are already announcing salvage sales.

LATER.

Several cases of diphtheria have occurred in the children's shelters at Norwich. The patients have been sent to hospital.

Their Majesties have each subscribed £150 for the relief of the flood sufferers.

The direct train service to Yarmouth has been resumed.

The conditions in East Anglia are rapidly improving. There has been some sunshine.

## THE FIRST STEAMSHIP.

CENTENARY CELEBRATIONS IN SCOTLAND.

LONDON, August 31st.

Glasgow is celebrating on an elaborate scale the centenary of the launch of the steamer *Comet*. At a banquet in the city members of Parliament and Councillors honoured the inventor (Henry Bell).

Saturday was to be a general holiday in the West of Scotland and a great Shipping Pageant was to take place at Greenock, in which warships were to participate, while every town will have its local festivities.

## SHIPPING RUMOURS.

REPORTED ABSORPTION OF P. AND O.

LONDON, August 31st.

A sensational rise in Royal Mail stock during the past few days has led to the revival of the rumour that some important new development culminated on Friday. A report emanating from Southampton appears in the papers that the Royal Mail Line is negotiating for the acquisition of the P. & O.

The *Daily Telegraph's* correspondent at Southampton says it is difficult to obtain definite information, but it is stated by a most reliable source that such negotiations are proceeding and have reached a stage suggesting the probability of a satisfactory conclusion. An official announcement may be expected shortly.

LATER.

Reuter is informed that there is no truth in the rumour that negotiations are proceeding for the absorption of the P. & O. by the Royal Mail Line.

## THE BRITISH NAVY.

SPECIAL DEVICES ON A NEW BATTLESHIP.

LONDON, August 31st.

The Admiralty is expediting the launching of the *Iron Duke* at Portsmouth by a month.

The ship will thus be earlier available for a new and larger super-Dreadnought.

LATER.

The *Morning Post* states that the Admiralty contemplates extensive works on the Isle of Grain, opposite Sheerness, including a new deep water pier and a series of sheds for hydroplanes.

The *Daily Chronicle* announces that the new battleship *Iron Duke* will be furnished with special devices described as "armoured umbrellas" against bombs thrown from aeroplanes. Turtle-back armour docks will also be reverted to.

The *Times* remarks that Mr. Churchill in naming twenty destroyers now being built from Shakespeare and from Sir Walter Scott, as for example, *Waverley*, *Floris*, etc., suggests that the object is to promote culture among the seamen, and points out that it synchronises with the new scheme of promotion from the lower deck.

## THE SUGAR CONVENTION.

ANOTHER WITHDRAWAL.

LONDON, August 31st.

Reuter's correspondent at Rome states that the Italian Government has notified that it will withdraw from the Sugar Convention on September 1st, 1912.

[THROUGH REUTER'S AGENCY.]

## IMPERIAL DEFENCE.

LONDON, August 31st.

Colonel Hughes, the Canadian Minister for Militia, is in England to attend the military manoeuvres. Interviewed by Reuter's representative, he said that he would take the opportunity to discuss general questions with the Imperial Authorities. Some officers who were accompanying him would remain behind on special inquiry work. He expressed the opinion, with reference to Canadian defence, that Canada did not yet require any universal training such as the special circumstances entailed in Australia. However, if war were abolished it would still pay to give military training in order to teach the principles of military discipline. Loyalists who were loyal only with their lips and were unable to shoot were a more serious peril than those actually disloyal.

## MR. BORDEN.

LONDON, August 31st.

The Right Hon. Mr. Borden and Mrs. Borden sailed for Canada on Friday, being accorded most cordial farewells.

## TURKISH SOLDIERS TO LEAVE SAMOS.

LONDON, September 1st.

A telegram from Athens states that owing to the protests of the Samians against the presence of the Turkish soldiers, the Russian Consul has promised that the soldiers will leave Samos as soon as the gendarmerie has been organised.

## BURGLARS AND POLICE.

LONDON, September 1st.

A message from Hagen in Westphalia reports that several police surprised five burglars, who fled after shooting the police. The fugitives severely wounded an inspector and two constables in a neighbouring village and wounded other police with whom they had a pitched encounter. Eventually they escaped, except one who was wounded.

## A SWISS SENSATION.

LONDON, September 1st.

Reuter's correspondent at Romanshorn, Switzerland, reports that a soldier discharged for insanity barricaded himself in a room for five hours and fired on all who approached, killing five men and wounding seven. He finally escaped into the forest. The police with bloodhounds are pursuing him.

## THE TURF.

LONDON, August 31st.

The latest betting on the St. Leger is as follows:—9 to 4 against Lomond, 5 to 1 Tracery, 8 to 1 Erleg, 9 to 1 Hector, and 100 to 6 Pintadeau.

## BRITISH MILITARY AVIATION.

LONDON, August 31st.

The War Office awards in the Military Aviation Competition are as follows:—£4,000 to a Cody biplane and £2,000 to a Deperdussin monoplane.

The prize of £1,000 for British machines was awarded to the Cody biplane, which alone completed all the tests. £500 each was awarded to a British Deperdussin monoplane and to two Bristol monoplanes.

## HOME CRICKET.

LONDON, September 1st.

The following results are telegraphed:—

Middlesex v. Worcester, at Lord's. Former won by 98.

Surrey v. Essex, at the Oval. Surrey won by an innings and 61 runs.

Hants v. Warwickshire, at Bourne-mouth. Hants won by six wickets.

Sussex v. Yorkshire, at Brighton. Drawn.

South Africans v. Gloucestershire, at Bristol. Colonialists won by two wickets.

Australians v. Kent, at Canterbury. Drawn.

## TRADE OF SINGAPORE.

The return of imports and exports for the quarter ended June 30th, have now been issued. Compared with the corresponding quarter of 1911, there is an increase of imports of \$16,708,383; and of exports \$15,845,723. These combined give an increase of nearly 20 per cent. on the corresponding quarter of 1911.

## LOCAL SPORT.

## V.R.C. AQUATIC FETE.

A large attendance of those interested in aquatic sport spent an enjoyable evening at the Victoria Recreation Club on Saturday night, when another of the popular night fetes introduced by the Club was brought off. The evening was a delightful one, the atmosphere being tempered with a mild breeze which made it very pleasant out-of-doors, while the water in the bath, as it sparkled under the big electric arcs, seemed to invite spectators as well as competitors. Perhaps this was the reason why Mr. Silas appeared in the character of a clown, a humourist, or something of the kind to entertain the spectators. Anyway, he tasted of the water, and while his high jump proved that he was an old aquatic, the unmerciful manner in which he was ducked by some of the competitors seemed to delight the spectators. Music on the water is always pleasant, and the excellent programme played by the band of the s.s. *Korea*, who were placed high above the bath, was much appreciated. There were good entries and interesting events on the programme, and there was a healthy spirit of rivalry among the competitors. The result was that the sport was good, and the officials are to be complimented for the manner in which they carried out their duties. They were:—Starter, Mr. H. E. Scriven; Timekeepers, Messrs. F. Frohlich, H. C. Sayer and R. C. Wittchell; Water polo referee, Mr. R. C. Wittchell; Judges, Messrs. Frank Lammert, W. Logan, H. A. Lammert, F. White and A. E. Alves.

Results of events follow:—  
100 YARDS HANDICAP (four lengths): First heat.—1, M. Raitton, receives 10secs; 2, F. M. Cruz, receives 12secs. Time, 7secs. Second heat: 1, P. M. R. Medios, receives 10secs. Time, 7secs. F. M. Cruz, who covered the distance in 70 seconds, being the fastest loser, gained entrance to the final.

FINAL.—1, P. M. Remedios, 71 secs; 2, M. Raitton, 73 3/5 seconds.  
Raitton held his lead well until the third length, when Remedios gradually overhauled him, and Cruz was making rapid way on the pair. Raitton made a big effort to continue in the van, but Remedios proved too strong a swimmer, and the distance Cruz had to make up left him without a final spurt. The result was a win for Remedios by a few feet.

LONG PLUNGE: 1, M. A. R. Souza, 69 feet; 2, A. Calvert, 55 feet.

RUNNING HEADER FROM SPRINGBOARD: Points allowed for form, distance, entry and recovery.—1, M. A. R. Souza; 2, J. M. A. Remedios.

## LADIES' NOMINATION.

Each competitor to swim one length with open sunshade in his hand, close sunshade, get out and eat a biscuit and drink a bottle of lemonade, which will be provided, and when completely finished, open up sunshade, jump in bath and swim to the other end. First man home with sunshade open to be the winner.

1, C. C. Jorge. This proved a walk-over for Jorge, and it was a fortunate thing for him that neither of the other competitors cared to take the water again after swallowing their lemonade, otherwise he would surely have lost the race, for he infringed the conditions by diving into the bath with a closed sunshade.

HIGH DIVE: 1, J. M. Remedios; 2, M. A. R. Souza. Humphreys, the old-time champion, was among the competitors in this event, and although out of practice, dived exceedingly well and proved that he had not yet lost his old form. Perhaps he will appear again in the interport swimming this month. Should he be persuaded to do so, he will prove a useful man to the local team.

TEAM RACE: 1, P. M. Remedios' team, comprising M. Raitton, W. J. Carroll, F. Ellis, J. M. Remedios, M. Machado and E. Frohlich.

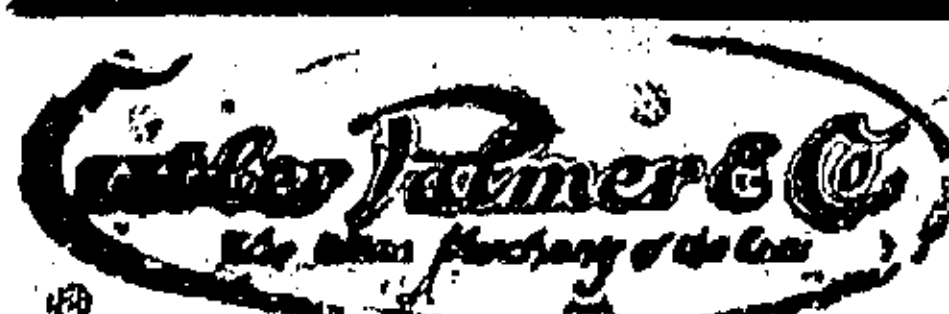
WATER POLO: The sport concluded with the usual water polo match between two Club teams, distinguished by white and blue caps. A fast game ended in a win for the Whites by 3 goals to 1.  
Mr. W. Logan, acting Chairman of the Club, then presented the prizes. He complimented the winners on their achievements, and trusted that the losers would continue to train and show their mettle in the forthcoming interport swimming carnival when Hongkong expected every competitor to do his duty.

## THE BANDMANN COMPANY.

On Saturday evening the Theatre Royal was well filled, the performance being "The Waltz Dream." The piece has been presented several times before Hongkong playgoers, and its re-production compared favourably with previous occasions. Miss George Corliss and Miss Tempest, with Miss Frampton and Miss Kitty Barlow, and Messrs. Bobbie Roberts, Coyne, McGrath, and Farmer were the most prominent of the cast, and a most enjoyable entertainment was the result of their united efforts.

To-night the Company play "The Quaker Girl."





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CURES CHRONIC BRUISES, SWELLINGS, INFLAMMATIONS, LOST VOICE, ACIDITY, STOMACH DYSPEPSIA, COLIC, CONSTIPATION, AND ALL STOMACH AFFECTIONS.

## MY PARTNER.

[BY ARCHIBALD MARSHALL IN THE  
"DAILY MAIL"]

I met him in the tram going down to the links. He was a well-set-up man of something over fifty with a grizzled moustache and a red complexion. But it was the sort of red that comes from constant exposure to the weather, and I took him to be a man who spent as much of his working hours in the open air, both summer and winter, as he possibly could. A keen golfer evidently by his conversation, and a scratch player, as he told me when he was kind enough to offer me a match.

"I am not much of a performer," I said. "My handicap is fifteen, but if you can't get a better game I'll give you as good a one as I can."

"Oh, that will be all right," he said. "I expect you will beat me. I am getting beaten wherever I go now."

He spoke dejectedly and there was rather a pathetic look in his mild eyes. It occurred to me that as he got on in years he was finding it difficult to keep up his scratch game and was in terror of having his handicap raised. That is the tragedy of the middle-aged golfer. He is getting past his best, but hates to have to acknowledge it.

"A bit off your game?" I suggested. "No, no. It isn't that," he said. "In fact, I feel about as fit as I have ever done in my life, and it is a good day for making a fine score, no wind and the greens just right. I shouldn't a bit wonder if I didn't beat my record to-day. Come along, don't let us waste any time."

He seemed as eager to get started as if golf were still a novelty to him; and yet he told me, as we walked down to the tee, that he played every day of his life almost, and had done so for many years. There was something about him that I could not quite understand, but I couldn't help liking him; he was so childishly keen on the game, and so amiable about it, too. I felt quite sure that whatever hard luck might befall him he would not lose his temper, either with his club or his ball or his caddy, and that, whoever won, we should have a pleasant round.

He drove off a fair ball, taking great pains about his stance and using that sort of half-swing which is often so effective with men who have lost the suppleness of youth.

I out-drove him by some thirty yards. I always take a long swing, and every now and then it comes off.

"Ah, you ought to get over if you get a good second," he said. "I dare not try it. I should get into the ditch for a certainty."

The green was guarded by a wide ditch and a bank beyond it. He took an iron and played just up to it—a fine shot.

"You would have got over with a brassy," I said.

"Dare not risk it," he said; "dare not risk it."

My second went into the ditch. I dropped just beside his ball with my stroke gone.

"Now if I can only chip it up near the hole," he said, with an eager look on his face. "I might get a four at last."

He played a good mashie shot, and lay within holding distance. I did much the same. As we went across the bridge he hummed an air. He was nervous himself for the right state of mind for holding a four-foot putt.

I put my ball down. "This for a half," he said, as he squatted—his heels behind his ball and selected the blade of grass which he must run over if he was to do the same.

His ball, when at last he hit it, seemed to be going straight for the hole, but turned aside in the last few inches and stopped on the very edge.

"Your hole," he said resignedly. "I did think I might get a four that time."

His second drive was the counterpart of his first, and he got a good brassy shot, both of them dead straight. His iron took him on to the green, and he took two putts. It was a good bogey five hole, and I took seven; so we were all square.

The next hole was also a bogey five, and he took five. I found a bunker and took one more, but received a stroke. Still all square.

The fourth hole was a short one. We both did it in three. At the fifth I was one up on him. At the sixth we were all square again, as I got a par five and received a stroke. So far he had not made a mistake, and with luck on the first green would have been one better than bogey. But he was evidently not satisfied. He shook his head sadly as we walked off to the seventh hole, after he had driven one of his moderately far but perfectly straight balls from the tee.

"Can't do it," he said. "It's no good."

"Can't do what?" I asked. "You'll beat me right enough. I can't keep this up."

"Oh, you'll keep it up all right," he said indifferently; and I gathered that whatever it was he wanted to do so badly, it was not to take the modest half-crown we had agreed to have for a match. He did not care whether he beat me or not. It was something else he wanted, and I suddenly realised what it was.

"What is the bogey score for these links?" I asked.

"Eighty-two," he said.

"Have you ever gone round in less?"

"Never," he said readily. "Never once."

"Well, you stand a good chance to-day if you play as steadily as you have been doing."

"Do you think so?" he said, brightening up. "If I could get one hole below par—just one hole! There is just a chance here. This is a six. It's a long hole, but we have driven from the most forward of all the tees, and it really isn't more than a good five. Yes, there is a chance here. Give me my brassy, boy."

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CLOTHS.LINENS. BOLTON SHEETINGS  
CASEMENT CLOTHS IN  
PLAIN COLOURSWITH  
INEXPENSIVE BRAIDS AND INSERTIONS.

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It was not exactly a fizzle, but it was not so good a stroke as he had been playing. "Of course!" he said with resignation. "Just when I wanted no more than an average shot. Still a clock will take me on to the green. There is yet a chance."

The hole was on the top of a hill. He did not get quite under the ball, it struck the bank and rolled down. He got up with his mashie and took two putts. "Missed that chance," he said. "No, I shall never do it."

I managed to keep the game alive till the last hole. At the seventeenth we were all square. By this time his dejection was pitiful, and I could see no reason for it, because he had never once been in trouble and had never taken more than two putts on any green.

At the eighteenth hole we had to carry a terrific bunker. "My only chance here is that you will have to use your niblick," I said.

He looked at me in mild surprise. "I don't carry a niblick," he said.

"Don't carry a niblick! Then what do you do when you find a bunker?"

"I never do find a bunker," was his surprising reply. "I have never been in a bunker in my life."

This gave me something to think about as we went on to the hole, which I did in five, thus winning the match. For he took five, too, and I received a stroke.

"I shouldn't have beaten you," I said, "if I hadn't been playing above my game. You have taken every hole in bogey, and have played the steadiest golf that ever I saw."

"I am bogey," he said simply—"Colonel Bogey, at your service. It is the dream of my life to beat my record at only one hole, and I have never done it yet. I don't suppose I ever shall."

## THE COPRA TRADE OF THE PHILIPPINES.

According to the report of the Collector of Customs at Manila the most prominent feature in the record of exports for the year is the magnitude of the copra trade. There has been a universally increasing demand for this product, and the new and profitable uses to which it is being put have resulted in a steady improvement in prices. That the islands are profiting by this growing demand is attested by the increase of \$6,615,282 in the value of copra exports during the past year, which represents more than 60 per cent. of the total increase in export values. Copra shipments during the fiscal year 1912 totalled 169,342 tons, valued at \$10,614,745, compared with 118,602 tons with a value of \$9,497,467 in 1911.

France still maintains her position as principal purchaser of this product in the islands, shipments to that country amounting to 97,084 tons, valued at \$9,585,931. These figures represent approximately 57 per cent. of the total shipments of copra and show a decided increase over 1911, although in that year shipments to France constituted a slightly greater proportion of the total copra trade.

A most interesting feature of the past year's trade, however, has been the further increase in the demand from the United States. Although an unusual growth characterized the figures of 1911, when they were more than double those of 1910, the past year has witnessed shipments of twice the quantity of 1911, and the increase in price has brought the total value for 1912 up to an amount representing 227 per cent. of the value for the preceding year.

Coincident with the decline each year since 1907 of the importance of hemp in the export trade, to which reference has already been made, has been the steady growth in relative importance of copra. In 1907, when hemp formed 61.7 per cent. of the total exports copra represented 11.8 per cent., and each year, as the figure for hemp has decreased, copra has assumed a more important position, until in the present report both products are credited with a percentage a fraction above 32, the advantage being in favour of copra.

## THE HEMP INDUSTRY IN THE PHILIPPINES.

The report of the Collector of Customs at Manila gives some interesting figures regarding the export of hemp.

Shipments of raw hemp during the past year have fallen off in quantity, compared with the year 1911, but notwithstanding this there has been an increase in the total value. In 1912 there was exported 163,987 tons, compared with 165,950 tons in 1911, or a decrease of 11,683 tons; but the value has risen from \$19,141,340 in 1911 to \$18,283,510 in 1912.

Increases appear, however, in both the quantity and the value of shipments to the United States. These amounted in 1912 to 69,574 tons, with a value of \$7,751,489, compared with 69,545 tons valued at \$7,410,373 in 1911.

A comparison of the average value per ton of hemp exported shows a decided increase during the past year compared with 1911. This is true with regard to shipments to all countries, with the exception of the United States, where practically no change appears in the prices for the two years. At the same time, with but few exceptions, the quantity of hemp shipped to each country has been reduced.

Shipments to European countries, which have heretofore consisted largely of the poorer qualities of the product, have this year included a greater proportion of the finer grades; in other words, there has been a tendency toward an increased production of the better qualities, and a falling off in the cheaper material, with a reduction in value of the latter. The prices of the better grades have been a trifle higher, but this does not appear in the figures covering exports to the United States, because of the fact that these shipments have included considerable quantities of cheap fibre, for manufacturing into paper, which has in former years been disposed of in European markets.

So it is that with a larger proportion of the better grades, at an advanced value, and a falling off in shipments of poorer qualities, the total exports of hemp show an increase in value despite a considerable reduction in quantity.

In 1899 hemp shipments amounted to 45 per cent. of the export values for the year, and the figure showed a general yearly increase until it reached the maximum, 61.7 per cent. in 1907, and since that date each year has shown a decline. Emphasis, however, must be laid, not on any real decline in the hemp industry, but rather on the development and improvement of other industries, which have contributed to the increase in export values.

## "WITH DOG AND GUN IN THE NEW TERRITORY."

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Hongkong, 29th October, 1910

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are better than most and have no superior. This statement is not for Wine Connoisseurs. They have long known its truth.

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SOLE AGENTS.

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FRESH CONSIGNMENT

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[36]



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Safest and most Effective Aperient for Regular use.

MAGNESIA

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

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## NOTICES TO CONSIGNEES

FROM EUROPE.

## THE "HANSA" Steamship

Captain Friedrich, having arrived, Consignees of Cargo are hereby informed that their Goods are being loaded and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter. Optional Cargo will be carried on unless notified to the contrary by given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 3rd prox., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:  
Ex s.s. "August" from Stettin.  
Ex s.s. "Barso" from Bordeaux.  
Ex s.s. "Kong Sigurd" from Christiania.  
Ex s.s. "Parr" from Svalbard.  
Ex s.s. "Soudak" from Oporto.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 28th August, 1912. [1025]

FOR SALE.

GAS COMPRESSOR WITH ELECTRIC MOTOR FITTINGS WILL increase ordinary lighting power by 25 per cent. without extra cost.

Apply—MANAGER, "Hongkong Daily Press" Office Hongkong, 13th March, 1912.

**The Royal Commission**

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Milk Food No. 1. From birth to 3 months  
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The "Allenburys" Foods. A valuable addition to baby's diet, when ten months old and after. These foods are specially useful during the troublesome time of teething. When given they considerably aid the cutting of teeth.

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A HOLIDAY AT HOME, AND A WAY  
TO GET THERE THAT'S A HOLIDAY

## WHY NOT.

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

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STEAMERS.	Tons	Starting	1912
KOREA	18,000	TUESDAY,	3rd Sept., at 1 P.M.
SIBERIA	18,000	TUESDAY,	17th Sept., at 1 P.M.
CHINA	10,200	TUESDAY,	24th Sept., at 1 P.M.
MANCHURIA	27,000	TUESDAY,	1st Oct., at 1 P.M.
NILE	11,000	TUESDAY,	15th Oct., at 1 P.M.
MONGOLIA	27,000	WEDNESDAY,	23rd Oct., at 1 P.M.
PERIA	9,000	TUESDAY,	12th Nov., at 1 P.M.
KOREA	18,000	TUESDAY,	19th Nov., at 1 P.M.

• INTERMEDIATE STEAMERS.

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VICTORIA, VANCOUVER,

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VIA

SHANGHAI AND JAPANESE PORTS.

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STEAMERS	SAILING
"ORFEDIC"	On 17th Sept.
"STEAMER"	On 19th Oct.
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ORIENTAL AFRICAN LINE.  
NEW LINE OF STEAMERS

TO  
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S.S. "DUNERIC" ... 3,000 tons ... On 10th Sept.

And regularly thereafter.

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

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REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

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[42-43-44]

HONGKONG, CANTON, MACAO &  
WEST RIVER STEAMERS

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## HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 2ND SEPTEMBER, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."  
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

TUESDAY, 3RD SEPTEMBER, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."  
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

## HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 8TH SEPTEMBER.

The Company's Steamship

"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.

Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

## FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE

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S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 9 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamer "LINTAN" and "SANGU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

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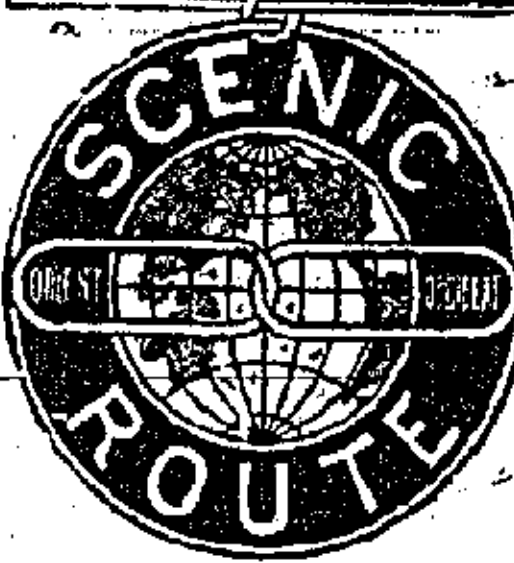
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DESTINATION STEAMERS TONS DATE OF SAILING.  
SHANGHAI, YOKOHAMA, KOBÉ and MOJÍ ... "JAPAN" ... 9,000 ... About 15th Sept.

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WITHOUT CHANGE.

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New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the

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MONTHLY FAST DIRECT SERVICE TO TRIESTE.

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.

S.S. "AFRICA," 8,800 tons, will leave as above on 19th September, at 5 p.m.

S.S. "KOEKBER," 9,900 tons, will leave as above on 19th Oct., at 5 p.m.

Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.

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S.S. "AFRICA," 8,800 tons, will leave as above on 5th September, A.M.

S.S. "KOEKBER," 9,900 tons, will leave as above on 5th Oct. A.M.

Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.

No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

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S.S. "AUSTRIA," will leave as above on 1st Oct.

TO YOKOHAMA, KOBÉ via SHANGHAI.

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Superior accommodation for Saloon Class Passengers.

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CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to—

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JAVA-CHINA-JAPAN LIJN  
REGULAR FORTNIGHTLY SERVICE BETWEEN  
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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILITWONG	JAVA	Second half of August.	JAPAN	First half of September.
TJILATJAP.	SHANGHAI	First half of September.	JAVA	First half of September.
TJIMAH	JAVA	First half of September.	SHANGHAI	First half of September.
TJITAROEM	JAPAN	First half of September.	JAVA	Second half of September.
TJIBODAS	JAPAN	Second half of September.	JAVA	Second half of September.
TJIMANOEK	JAVA	Second half of September.	JAPAN	Second half of September.
TJIKINI	JAVA	First half of October.	JAPAN	First half of October.
TJIPANAS	JAVA	First half of October.	SHANGHAI	First half of October.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

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York Buildings, 1st Floor.

Hongkong, 26th August, 1912.

Telephone No. 375.

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NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN ...	"KLEIST," Capt. L. MAASS,	17,000	{ Wednesday, 4th Sept., at 10 a.m.
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA ...	"GOEBEN," Capt. G. LINDEMANN,	17,300	{ About Wednesday, 4th Sept.
MANILA, YAP, MARONN, SAMAR, BAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE ...	"PRINZ SIGISMUND," Capt. D. LENZ,	6,000	{ Saturday, 7th Sept., at 9 a.m.
KOBÉ and YOKOHAMA ...	"PRINZ WALDEMAR," Capt. H. BREMER,	6,100	{ About Tuesday, 17th Sept.
KUDAT and SANDAKAN ...	"BORNEO," Capt. F. SHUBILL,	5,000	{ Middle of Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

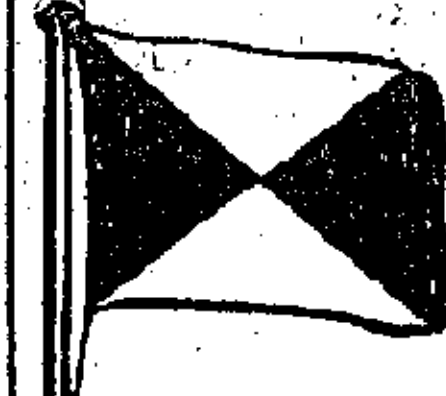
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NORDDEUTSCHER LLOYD,

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GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 28th August, 1912.



## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI ...	4000	S. A. Crosby ...	Manila, Mangarin, Iloilo and Cebu	On 3rd Sept., 4 P.M.
ZAFIRO ...	4000	M. C. Smith ...	Manila, Mangarin, Iloilo and Cebu	On 7th Sept., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, HONGKONG, 31st August, 1912. PHILIPPINES S.S. Co. [13]

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

## EASTWARD.

S.S. "GREGORY APCAR," 2,951 tons, Capt. J. E. Drake, will be despatched to SHANGHAI, KOBÉ and MOJÍ on 14th Sept.

S.S. "THONGWA," 3,428 tons, Capt. Fysh, will be despatched to KOBÉ and MOJÍ (YOKOHAMA if sufficient inducement offers) on 20th Sept.

## WESTWARD.

S.S. "JELUNGA," 3,361 tons, Capt. Manfadyen, will be despatched to SINGAPORE, PENANG and CALCUTTA on 10th Sept.

S.S. "JAPAN," 3,806 tons, Captain L. Y. Archdeacon, will be despatched as above on 21st September.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 2nd September, 1911.

AGENTS.

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Head Office for the Far East—15, DES VUEX ROAD, HONGKONG.

SHANGHAI: 2-3, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

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## CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF

ASCENDING INTEREST.

By CHAS. J. HALCOMBE.

Formerly of the Imperial Chinese Customs

Service, Author of "The Mystic

Flowery Land," etc.).

THE VOLUME which consists of 461

Pages, and includes a Sketch Plan of







# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO RAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	NUBIA Capt. F. J. Fox	5 P.M. 4th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NAMUR Capt. A. Collyer	About 4th Sept.	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. E. Hickey	About 12th Sept.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	INDIA Capt. G. W. Gordon, R.N.E.	Noon 14th Sept.	See Special Advertisement.

For Further Particulars apply to  
H. W. D. SHALLARD,  
Acting Superintendent.  
Hongkong, 2nd September, 1912.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO RAIL	REMARKS
MANILA, CEBU and ILOILO	"TAMING"	On 3rd Sept., 4 P.M.	
SHANGHAI	"CHENAN"	On 5th Sept., 4 P.M.	
SHANGHAI	"LINAN"	On 7th Sept., 4 P.M.	
MANILA, CEBU and ILOILO	"TEAN"	On 10th Sept., 4 P.M.	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amlships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KALFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINEHA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.  
NEW SERVICE—SHANGHAI to ANPUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—  
HONGKONG, 2nd September, 1912. TELEPHONE 36. AGENTS. [8]

# THE EASTERN & AUSTRALIAN

## STEAMSHIP CO., LTD.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	30th August.	On 14th Sept., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars apply to  
GIBB, LIVINGSTON & Co.,  
AGENTS.

# HAMBURG-AMERIKA LINIE.

## IN CONJUNCTION WITH

### DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

OUTWARD.	HOMeward.
For SHANGHAI, KOBE & YOKOHAMA: S.S. C. FERD. LAEISZ 13th Sept. S.S. ARCADIA 24th Sept. S.S. SCANDIA 10th Oct. For Further Particulars, apply to— Y. ngkong 28th August, 1912.	For HAVRE & HAMBURG: S.S. GOLDENFELS 4th Sept. For HAVRE, ROTTERDAM & HAMBURG: S.S. BRISGAVIA 5th Sept. For HAVRE, BREMEN & HAMBURG: S.S. SUEVIA 12th Sept. For MARSEILLES, HAVRE, HAMBURG & ANTWERP: S.S. PREUSSEN 16th Sept. For MARSEILLES, HAVRE & HAMBURG: S.S. SILEBIA 21st Sept. For HAVRE & HAMBURG: S.S. O. J. D. AHLERS 5th Oct. HAMBURG-AMERIKA LINIE, Hongkong Office.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 3rd Sept., at 11 A.M.
"HAITAN"	Capt. J. S. Rosch	FRIDAY, 6th Sept., at 11 A.M.
"HAIRANG"	Capt. A. E. Hodgins	TUESDAY, 10th Sept., at 11 A.M.

For SWATOW AND RETURN.  
(Occupying 3 Days).  
"HAINUN" ... Capt. J. W. Evans ... WED'DAY, 4th Sept., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the month of August—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—  
DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.  
Hongkong, 31st August, 1912.

# TOYO KISEN KAISHA.

## IMPERIAL JAPANESE

### TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers  
CHIYO MARU, SHINYO MARU and  
TENYO MARU.  
Speed 21 KNOTS, Displacement 21,000 TONS.  
and the TWIN SCREW S.S.  
"NIPPON MARU."  
Speed 18 KNOTS, Displacement 11,000 TONS.

STEAMERS	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., Noon.
CHIYO MARU	W. W. Green	TUESDAY, 8th Oct., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 29th Oct., at Noon.
TENYO MARU	E. Bent	TUESDAY, 5th Nov., at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on TUESDAY, the 10th September, at Noon.

# SOUTH AMERICA LINE.

## (In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS  
The Steamers—  
BOYO MARU, HONGKONG MARU and KIYO MARU  
Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

STEAMERS	TONS	DATE OF SAILING.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.  
For Full Particulars as to Passage and Freight, apply to  
S. MORIMOTO, AGENT,  
King's Building (Opposite Blake Pier).

# EST ASIATIQUE FRANCAIS

## MESSAGERIES MARITIMES, AGENTS.

WIRELESS	MAIL SERVICE TO AND FROM	FAST LINE.
TELEGRAPHY.	TONKIN	in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.  
(1st AND 2nd CLASSES) will leave Hongkong for  
KWANG CHOW WANG AND HAIPHONG,  
on WEDNESDAY, the 11th Sept., 1912, at 9 A.M.

For Passages and Freight apply to  
P. THOMAS, M.M. Co.'s AGENT.

# OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

### (Subject to Alteration).

## TRANS-PACIFIC SERVICE.

STEAMERS	CAPTAINS	LEAVES
* "CHICAGO MARU"	I. Goto	TUESDAY, 3rd Sept., at 2 P.M.
* "CANADA MARU"	K. Hori	TUESDAY, 17th Sept., at 2 P.M.
* "TACOMA MARU"	T. Hamada	TUESDAY, 3rd Oct., at 2 P.M.
* "PANAMA MARU"	J. Kanoo	TUESDAY, 15th Oct., at 2 P.M.
* "SEATTLE MARU"	T. Saito	THURSDAY, 31st Oct., at 2 P.M.
* "MEXICO MARU"	N. Kobayashi	TUESDAY, 12th Nov., at 2 P.M.

\* Calling at NAGASAKI.  
† Calling at SHANGHAI and MOJI.  
‡ Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

STEAMER	CAPTAIN	LEAVE
"KAIJO MARU"	Y. Yamamoto	WED'DAY, 11th Sept., at Noon.

For TAMSUI via SWATOW AND AMOY.  
Steamer Captains Leaves  
"DAIJIN MARU" T. Fuchigami TUESDAY, 3rd Sept., at Noon.  
"DAIGI MARU" Y. Somekawa SUNDAY, 8th Sept., at Noon.

For ANPING AND TAKAO via SWATOW AND AMOY.  
Steamer Captain Leaves  
"SOSHU MARU" K. Sakawa WED'DAY, 4th Sept., at 10 A.M.

For CANTON direct.  
Steamer Captain Leaves  
"SOSHU MARU" K. Sakawa FRIDAY, 13th Sept., at 6 P.M.

These Steamers of Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.  
These Steamers will arrive and depart from Soon Yip Co.'s Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to  
S. HIBOI,  
MANAGER,  
Second Floor, No. 1, Queen's Building.

# NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU Capt. G. Tabusa	12,000	WED'DAY, 11th Sept., at Daylight.
	ATSUTA MARU Capt. J. Nagao	16,000	WED'DAY, 25th Sept., at Daylight.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	SHIDZUOKA MARU Capt. —	12,500	TUESDAY, 10th Sept., at 4 P.M.
	TAMBA MARU Capt. S. Wada	12,500	TUESDAY, 24th Sept., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winchler	9,600	FRIDAY, 27th Sept., at Noon.
	YAWATA MARU Capt. Selmer	7,000	FRIDAY, 25th Oct., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	BOMBAY MARU Capt. Neguchi	5,000	WED'DAY, 4th Sept.
KOBE and YOKOHAMA	MIYASAKI MARU Capt. —	16,000	WED'DAY, 11th Sept., at 5 P.M.
SHANGHAI, MOJI and KOBE	KAMAKURA MARU Capt. T. Hori	12,500	WED'DAY, 11th Sept.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU Capt. T. Sekino	7,000	WED'DAY, 25th Sept., at Noon.
SHANGHAI and KOBE	TOTOMI MARU Capt. Kawashima	5,000	SATURDAY, 7th Sept.

§ Fitted with New System of Wireless Telegraphy. 1 Cargo only

# NEW LINE OF STEAMERS

## BETWEEN

### KOBE & CALCUTTA.

#### REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—  
"JINSEN MARU," 4,000 tons, Capt. Maubida, Saturday, 7th Sept.  
"KIKIN MARU," 4,000 tons, Capt. M. Duguchi, Saturday, 21st Sept.

# REDUCED SUMMER RATES

## BETWEEN

### HONGKONG AND JAPAN PORTS.

1st Class	2nd	3rd	4th
\$135	\$122	\$108	\$95
\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.  
For Further Information as to Freight, Sailing, &c., apply to—  
T. KUSUMOTO, MANAGER.  
TELEPHONE Nos. 292 and 1241. 112-13-656

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS:  
HOMeward PASSENGER SEASON 1913.  
FOR  
MARSEILLES AND LONDON  
TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	Hongkong	from Colombo to	MARSEILLES	PLYMOUTH
Colombo		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)

Steamer	Tons	Leave	Steamer	Tons	SATURDAY	FRIDAY
INDIA	8000	January 18	MOOLTAN	10000	Feb. 15	Feb. 21
ASSAYE	7500	February 1	MALOJA	12500	Mar. 1	Mar. 7
HIMALAYA	7000	February 15	MOREA	11000	Mar. 15	Mar. 21
DEVANHA	8000	March 1	MARMORA	10500	Mar. 29	April 4
DELTA	8000	March 15	MEDINA	12500	April 12	April 18
INDIA	8000	March 29	Through Steamer		April 26	May 2
ASSAYE	7500	April 12	MONGOLIA	10000	May 10	May 16
DEVANHA	8000	April 26	MACEDONIA	10500	May 24	May 30
CHINA	8000	May 10	MAIWA	11000	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of booking.  
FARES TO LONDON:  
1st SALOON £71.10 SINGLE, £106.14 RETURN.  
2nd " £48.8 " £72.12  
IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR  
LONDON  
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.  
1 BEFORE SAILING:

STEAMERS	Tons	Leave	Due	Due
NOVARA	7000	January 22	February 23	March 5
SUNDA	7000	February 5	March 9	March 19
SABDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NAMUK	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14
NIANZA	7000	April 16	May 18	May 28
NOBE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE:  
1st SALOON £55.0 SINGLE, £82.10 RETURN.  
2nd " £38.10 " £57.4  
For further Particulars, apply to—  
H. W. D. SHALLARD,  
ACTING SUPERINTENDENT.





Ask for:  
**LEONHARDI'S**

Writing and Copying Ink \$1.50 per jug.

Liquid Gum ... 0.75 per bottle.

Carbon Paper 1A quality 3.50 per 100 sheets.

**REBATES** for **RETAILERS!**  
Remington Underwood Oliver Continental } Typewriter Ribbons \$18 per doz. (purple).

Obtainable from:  
**THE SINCERE CO. LTD.** Des Vaux Rd. Cent.  
**WING HING** Printer and Stationer, 30, Wellington St.

Wholesale:  
**HUGO C. A. FROMM.**  
Hongkong, 2nd September, 1912. 4, QUEEN'S BUILDINGS. [48-13]



**REDUCED PRICE:**

**75 cents**

for 16, 25, 32 and 50 C.P.  
**REBATES TO RETAILERS.**

Obtainable from:  
**HUGO C. A. FROMM.**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.  
Hongkong, 2nd September, 1912. [48-19]

**WHY WORK ONE HOUR**

if the same work can be done

**IN A QUARTER OF AN HOUR!**

BUY A

**"BRUNSVIGA"**

CALCULATING MACHINE

and you will save time and headache.

GENERAL AGENT FOR HONGKONG AND CHINA:

**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS. TEL. No. 960.  
Hongkong, 2nd September, 1912. [48-14]

#### POST OFFICE NOTICE

As the German Mail steamers for Europe will in future leave at 10 a.m., the times of closing the Mail have in consequence been fixed earlier.

\* \* Only fully prepaid Letters and Post Cards are transmissible by the SIBERIAN ROUTE TO EUROPE.  
Letters for this route should be superscribed via SIBERIA.

FOR	PER	DATE
Swatow ... ..	Bajaburi ...	Monday, 2nd, Noon
Macao ... ..	Sui Tai ...	Monday, 2nd, 1.15 P.M.
Shanghai, North China, and Japan via Kobe.	Namsang ...	Monday, 2nd, 5.00 P.M.
Pakhoi and Haiphong ... ..	Hanoi ...	Tuesday, 3rd, 9.00 A.M.
Swatow, Amoy and Foochow ... ..	Haiching ...	Tuesday, 3rd, 10.00 A.M.
Strait and Burma ... ..	Isla ...	Tuesday, 3rd, 10.00 A.M.
Samarang and Sourabaya ... ..	Petaburi ...	Tuesday, 3rd, 10.00 A.M.
Japan via Nagasaki, Victoria and Tacoma	Chicago Maru	Tuesday, 3rd, 11.00 A.M.
FORMOSA via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONKULU, CANADA, UNITED STATES and SOUTH AMERICA via SAN FRANCISCO (EUROPE via SIBERIA)	Korea ...	Tuesday, 3rd, 10.00 A.M. Printed Matter and Samples ... 10.00 A.M. Registration ... 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.) Registration ... Kowloon 9.30 A.M. Letters ... Noon
Saigon ... ..	Telemachus	Tuesday, 3rd, 1.00 P.M.
Macao ... ..	Sui Tai ...	Tuesday, 3rd, 1.15 P.M.
Philippine Islands ... ..	Zebu ...	Tuesday, 3rd, 3.00 P.M.
Philippine Islands ... ..	Ramsey	Tuesday, 3rd, 3.00 P.M.
Shanghai and North China ... ..	Africa ...	Tuesday, 3rd, 5.00 P.M.
STRAITS, BURMAH, Ceylon, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via NAPLES	Kleist ...	Wednesday, 4th, 8.30 A.M. Printed Matter and Samples ... 8.30 A.M. Registration ... 9.00 A.M. Registration ... Kowloon 9.00 A.M. Letters ... 9.00 A.M. Wednesday, 4th, 10.00 A.M. Wednesday, 4th, 1.15 P.M.
Swatow ... ..	Haiman	Wednesday, 4th, 1.15 P.M.
Macao ... ..	Sui Tai ...	Wednesday, 4th, 1.15 P.M.

#### COMMERCIAL

##### CLOSING QUOTATIONS

On	August 31st
On LONDON—	
Telegraphic Transfer	2.1
Bank Bills, on demand	2.1
Bank Bills, at 30 days' sight	2.1
Bank Bills, at 4 months' sight	2.1
Credit, at 4 months' sight	2.1
Documentary Bills 4 months' sight	2.1
On PARIS—	
Bank Bills, on demand	254
Credit, at 4 months' sight	259
On DEMAND—	
On DEMAND—	206
On NEW YORK—	
Bank Bills, on demand	49
Credit, at 60 days' sight	50
On HONGKONG—	
Telegraphic Transfer	150
Bank, on demand	150
On CANTON—	
Telegraphic Transfer	150
Bank, on demand	150
On SHANGHAI—	
Bank, at sight	73
Credit, at 30 days' sight	74
On YOKOHAMA—	
On DEMAND—	86
On MANILA—	
On DEMAND—	99
On SINGAPORE—	
On DEMAND—	121
On BATAVIA—	
On DEMAND—	121
On HONGKONG—	
On DEMAND—	121
On SAIGON—	
On DEMAND—	75
On BANGKOK—	
On DEMAND—	75
SOVEREIGNS, Bank's Buying Rate	\$9.85
GOLD LEAF, 100 fine, per tael	\$51.90
BAR SILVER, per oz.	\$28.12
SUBSIDIARY COINS.	
Chinese ... 20 cents pieces	\$5.27 discount
Hongkong ... 10	\$4.50
Hongkong ... 10	\$4.95

#### MAILS VIA SIBERIA

London	Due
August 14th	August 31st
August 18th	September 2nd

#### TO-DAY

3 P.M.—Auction of Crown Land at Mount Parish & Moy Road, by Public Works Dept.

#### TO-NIGHT

9 P.M.—Bandmann Opera Co. at the Theatre Royal—"The Quaker Girl."

#### FORTHCOMING EVENTS.

Saturday, 7th September—  
12.30 P.M.—Hongkong Hotel Co., Ltd., Ordinary Half-Yearly Meeting.

Thursday, 12th Sept.—  
9 A.M.—Allan Wilkie at the Theatre Royal—"School for Scandal."

Saturday, 21st Sept.—  
Noon—Douglas Steamship Co., Ltd., Meeting of Shareholders.

#### OPIUM.

Quotations are—	August 21st
Malwa New	\$3,200/3,250 per picul.
Malwa Old	\$3,275/3,325
Malwa Older	\$3,350/3,400
Malwa V. Old	\$3,500/3,600
Persian fine quality	\$1,200
Persian extra fine	\$1,400
Patna New	\$4,050 per chest.
Patna Old	\$3,800
Banaras New	\$4,085
Banaras Old	\$3,900

#### SHARE LIST—QUOTATIONS.

HONGKONG, 31st August, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
<b>BANKS.—</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$805, sales
China Bank, Limited	60,000	\$12	all	\$1,000/1,010, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$1.80
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$83
<b>COTTON MILLS.—</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 103, sales
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
Dairy Farm Company, Limited	40,000	\$7	all	\$23, sellers
<b>DOCKS AND WHARVES.—</b>				
Hongkong & Wharves Wharf & G. Co., Ltd.	60,000	\$50	all	\$621, buyers
Hongkong and Wharves Dock Co., Ltd.	50,000	\$50	all	\$481, sellers
New Amoy Dock Co., Limited	10,000	\$61	all	\$61
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 49
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 96
Green Island Cement Co., Limited	400,000	\$10	all	\$33, sal. & buy.
Hongkong Electric Co., Limited	60,000	\$10	all	\$22
Hongkong Hotel Company, Limited	12,000	\$50	all	\$116, buyers
Manila Metropolitan Hotel Limited	8,000	\$50	all	\$76, buyers
Hongkong Hotel Company, Limited	15,000	\$50	all	\$84
Hongkong Hotel Company, Limited	50,000	\$50	all	\$200
Hongkong Hotel Company, Limited	60,000	\$50	all	\$19
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$5, sellers
<b>INSURANCES.—</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$237
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$132, buyers
China Traders Insurance Co., Limited	24,000	\$55.33	\$20	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$355, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 130
Union Insurance Society, Limited	12,400	\$250	\$100	\$797, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$100	\$185, Ex 73
<b>LANDS AND BUILDINGS.—</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$102, buyers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$73, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$54, buyers
Shanghai Land Investment Co., Limited	76,000	Tls. 50	all	Tls. 85
West Point Building Co., Limited	12,500	\$50	all	\$55, buyers
Maatschappij tot Mijn- Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 62
<b>MINING.—</b>				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	32
Trench Mines, Limited	100,000	\$1	all	74.3
Haywood Tin and Rubber Estate, Ltd.	115,200	\$1	all	4/5
Raub Australian Gold Mining Co., Ltd.	24,000	\$1	all	\$3.60, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$11
Philippine Co., Limited	75,000	\$10	all	\$5
<b>REFINERIES.—</b>				
China Sugar Refining Co., Limited	20,000	\$100	a	\$115, sales
Luzon Sugar Refining Co., Limited	7,000	\$100	a	\$35, sellers
<b>STEAMSHIP COMPANIES.—</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$82
Douglas Steamship Co., Limited	30,000	\$50	all	\$27, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	30,000	\$10	all	\$26, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 paid	\$5	all	\$65, (L'don buy, £72.6.
Shell Transport & Trading Co., Limited	60,000 paid	\$1	all	108, buyers
Star Ferry Company, Limited	2,000	\$10	all	\$44, sal. & buy.
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$5
<b>STOCKS AND BONDAGENTS.—</b>				
Campbell, Moore & Co., Limited	1,200	\$10	a	\$25
Wm. Powell, Limited	15,000	\$7	all	\$63, x. div. buy.
Watkins, Limited	10,000	\$10	all	\$4, sellers
A. S. Watson & Co., Limited	90,300	\$10	all	\$49, buyers
Weissmann, Limited	3,000	\$10	all	\$17, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$10
Societe des Pulpes et Papeteries du Tonkin	13,200	\$50	all	\$33
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy	\$10	a	\$97
Union Waterboat Co., Limited	100 fders	\$10	all	\$500
Union Waterboat Co., Limited	50,000	\$10	all	\$101, sal. & buy.
<b>RUBBER.—</b>				
Para Rubber in London	Daily Wire	5/11 per lb., sellers		
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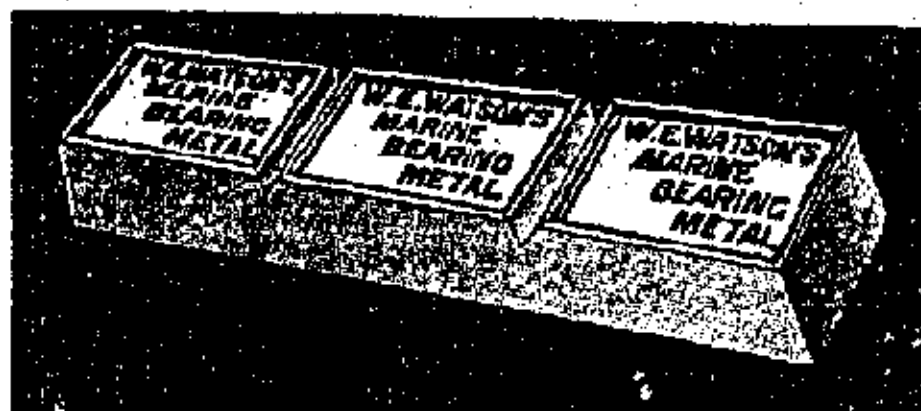
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